

The China Mail.

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HONGKONG, FRIDAY, JULY 6, 1888.

日七月五五年子戊

PRICE, \$2 PER MONTH.

AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALGAR, 11 & 12, Clement's Lane, Lombard Street, E.C. GEORGE STREET & Co., 30, Cornhill. GORDON & GOTCH, Ludgate Circus, E.C. BATES HENRY & Co., 37, Walbrook, E.C. SAMUEL DRAGON & Co., 150 & 154, Leadenhall Street. W. M. WILLS, 151, Cannon Street, E.C.

PARIS AND EUROPE.—AMBERT PRINCE & Co., 30, Rue Lafayette, Paris.

NEW YORK.—ANDREW WIND, 21, Park Row.

SAN FRANCISCO and American Posts generally.—BROWN & BLAKE, San Francisco.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GOTCH, Melbourne and Sydney.

CEYLON.—W. M. SMITH & Co., The Amalgamated Co., Colombo.

SINGAPORE STRAITS, &c.—SAVILE & Co., Square, Singapore. C. HEINZEN & Co., Manila.

CHINA.—MACAO.—E. A. DE CRUZ, Macao. CHINATOWN, QUAIHUA & Co., Amoy. MOALIE, FOOCHOW, HEDGE & Co., Shanghai. LANE, CRAWFORD & Co., and KELLY & WILSHIRE, Yokohama. LANE, CRAWFORD & Co., and KELLY & Co., Co.

Intimations.

Peninsular & Oriental Steam Navigation Company.

NEW AND ACCELERATED DIRECT SERVICE
TO
LONDON VIA MARSEILLES
FROM
JAPAN AND CHINA.

ON the 19th May, at Noon, and FORTNIGHTLY thereafter, until further Notice, the Company will maintain a DIRECT SERVICE between HONGKONG and LONDON, VIA MAR-

SEILLES.

This improved service will abolish all Transhipments, and it is intended that it shall maintain a high reputation for quick transit, careful delivery of cargo, and for passenger accommodation and cuisine.

The attention of passengers is specially called to the greatly improved Second-saloon accommodation and attendance.

E. L. WOODIN,
Superintendent.

Hongkong, May 8, 1888. 754

Banks.

NOTICE.

RULES OF THE HONGKONG SAVINGS' BANK.

1. The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, their premises in Hongkong. Business hours on work-days, 10 to 3; Saturdays, 10 to 1.
2. Sums less than \$1, or more than \$250 at one time will not be received. No depositor may deposit more than \$2,000 in any one year.
3. Depositors in the Savings' Bank having \$100 or more at their order may, at their option, transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 5 per cent. per annum interest.
4. Interest at the rate of 3 per cent. per annum will be allowed to depositors on their daily balances.
5. Each Depositor will be supplied gratis with a Pass-Book which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books but should send them to be written up at least twice a year, about the beginning of January and beginning of July.
6. Correspondence as to the business of the Bank if marked On Hongkong Savings' Bank Business is forwarded free by the various British Post Offices in Hongkong and China.
7. Withdrawals may be made on demand, but the personal attendance of the depositor or his duly appointed agent, and the production of his Pass-Book are necessary.

For the
HONGKONG & SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager.
Hongkong, September 1, 1888. 754

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, \$7,500,000
RESERVE FUND, \$3,900,000
RESERVE LIABILITY OF PRO-
PRIETORS, \$7,500,000

COURT OF DIRECTORS.
Chairman—Hon. John Bell Irving.
Deputy Chairman—W. H. FORBES, Esq.
C. D. BOTTERWELL, S. O. M. MICHAELSEN,
Esq.
W. G. BROMIC, Esq.
H. L. DALMUYL, J. S. MOSES, Esq.
E. A. SIEBS, Esq.
B. LATTON, Esq.
Hon. A. P. McEWEN, E. A. SOLOMON, Esq.

CHIEF MANAGER.
Hongkong.—THOMAS JACKSON, Esq.
MANAGER.
Shanghai.—EWEN CAMERON, Esq.
LONDON BANKERS.—London and County
Bank.

HONGKONG.
INTEREST ALLOWED.
ON Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.

On Fixed Deposits.—
For 3 months, 2 per cent. per annum.
" 6 " 4 per cent. " "
" 12 " 5 per cent. " "

LOCAL BILLS DISCOUNTED.
Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Draws granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON,
Chief Manager.
Hongkong, April 25, 1888. 363

Intimations.

THE HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED.

NOTICE is hereby given that all VESSELS DISCHARGING BOMBAY COTTON AND COTTON YARN at the KOWLOON WHARVES will have FREE STORAGE for 14 days from arrival, after which a Rent of 3 CENTS per hale per month will be charged.

ISAAC HUGHES,

Secretary.
Hongkong, November 7, 1887. 2146

A RAMBLE THROUGH SOUTHERN FORMOSA.—By Mr. G. TAYLOR
This Article, which has been reprinted from the *China Review*, contains one of the best Sketches of Formosan Life yet written.

A few roughly-executed Woodcuts are included in the pamphlet.

May be had—Price, \$1—at Messrs. LANE, CRAWFORD & Co., and Messrs. KELLY & WILLS, LIMITED, Hongkong; also, Mr. N. MOALIE, Amoy.

Hongkong, March 3, 1888. 363

Business Notices.



LEANE & ORAWAYFORD & CO.

HAVE the pleasure to inform the Community of Hongkong and neighbouring Ports that they have made arrangements in Foochow for a SUPPLY of their MIXTURE of the CHOICEST NEW TEAS.

THE CUMSHAW MIXTURE,

which in the course of many years, has acquired a deservedly high reputation, as evidenced by the large demand for use here, the appreciation shown by friends at home to whom it has been sent, and the numerous orders received for it from Old Hongkong Residents in the Colonies and elsewhere.

Mrs. LANE, CRAWFORD & Co. undertake to deliver this acceptable PRESENT to FRIENDS in the United Kingdom, FREE OF ANY CHARGE on the home side, at

For 10-Catty Box \$12.00.

Per 5-Catty Box \$5.75.

Orders are solicited for this Choice Tea, which will be forwarded by First Steamer, on receipt of instructions.

Hongkong, June 25, 1888. 1039

J. MARINBURK,

COLLEGE CHAMBERS.

BEGS to inform the Public that he has made GREAT REDUCTIONS IN PRICES

OF FURNITURE AND UPHOLSTERING

IN LATEST DESIGNS.

All the Work is made under My Supervision and I use the best Coverings, Plushes and Materials. Guarantee all the Work of best Workmanship.

Hongkong, May 22, 1888. 832

NEW GOODS.

TALL SILK HATS.
DRAB FEZ HATS.
BLACK, BROWN, DRAB and GREY HAT.
TERAI and other SOFT FEZES.
TWEED HATS and CAPS in many sizes.
SILK and PITH HATS.
SILK UMBRELLAS, from \$3, over 10 to choose from.
WALKING STICKS, a very large assortment.
WATERPROOF COATS, LEGGINGS and CHAIR APRONS.
UNSHRINKABLE FLANNEL SHIRTINGS.
TRAVELLING RUGS & SCOTCH MANTS.
OVER COATINGS, light and heavy.
OVER COATINGS, Ulster Tweeds.

READY-MADE ULSTERS IN STOCK.

ROBT. LANG & CO.

Hongkong, February 21, 1888. 285

STAG HOTEL,

QUEEN'S ROAD CENTRAL, HONGKONG.

J. COOK, Proprietor.

THE HOTEL IS GENTLY SITUATED AND WITHIN A FEW MINUTES' WALK FROM THE PRINCIPAL LANDING PLACES.

GOOD ACCOMMODATION FOR VISITORS.

CHARGES MODERATE.

TIPPIN at 1 o'clock. DINNER at 7:30.

WELL VENTILATED BILLIARD ROOM.

TIFFIN 50 CENTS. DINNER 75 CENTS.

WINE, SPIRITS AND MATURED LIQUORS OF THE VERY BEST QUALITY ONLY.

Hongkong, April 1, 1887. 607

Victoria Hotel,

Praya and Queen's Road Central, Hongkong.

Messrs. DORABJEE & HING KEE, Proprietors.

Hongkong, September 10, 1888. 1612

W. POWELL & Co.

EX BOKHARA AND GLENORCHY.
TRIMMED SUMMER HATS.

STRAW, WILLOW and LECHEON HATS.

Boys' HATS and GLOVES.

Infants' HATS and GLOVES.

NEW NEEDLEWORK.

UMBRELLAS and RAIN COATS.

Gentlemen's SHIRTS.

SUMMER HOSIERY.

STRAW, FEZ and PITH HATS.

BOOTS and SHOES.

SILK GLOVES—EU lengths.

W. POWELL & Co.

Hongkong, May 31, 1888. 882

NOTICE.

I HAVE This Day ESTABLISHED MYSELF in this Colony as a CIVIL ENGINEER, ARCHITECT and SURVEYOR.

A. DENISON, A.M. I. C.E., 61, Queen's Road Central.

Hongkong, July 2, 1888. 1092

NOTICE.

I HAVE This Day taken over the BUSINESS of HAHN, PIRON & Co., and will carry on the same in future under the Style of

A. HAHN, Dealer in Pianos & Musical Instruments.

Hongkong, 1st June, 1888. 1092

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NOTICE.

We are informed by Messrs Carlowitz & Co. that the N. G. I. steamer *Bogus* left Singapore last night for this port.

As will be seen by advertisement, there will be an afternoon performance of Woodcock's circus to-morrow at four o'clock. We have no doubt the little ones will be delighted with the performance.

We have received from the agents, Messrs Gilman & Co., the annual report of the North British and Mercantile Insurance Company. The net premiums for 1887 amounted to £1,189,026; the net losses, to £607,021, while the reserves and undivided profit amounted to £1,786,112.

We would remind our readers of the farewell performance by the Wash Norton Company to-morrow evening, when Mr. and Mrs. Wash Norton take their benefit. The community of Hongkong are indebted to Mr. Norton for bringing here an excellent company, and it is to be hoped the last performance will draw a bumper house. The fact that the resources of the company have not become by any means exhausted is very evident from the large number of novelties which appear in the programme.

We hear it mentioned that the Straits Government have imposed, or are thinking of imposing, quarantine of 21 days on vessels arriving from Swatow and Amoy, on account of some cholera scare. We can scarcely credit it that a civilised Government would resort to this stupid and antiquated system, merely on account of the light summer cholera that is prevalent on the coast of China. The need or efficacy of quarantine for the prevention of the spread of infectious disease has been completely exploded. At Hongkong, when a vessel arrives with a case of cholera on board, the patient is isolated at once, and the vessel fumigated and allowed to pass. The same system, if adopted at Singapore, would prove as effective as the most rigorous quarantine.

A warship in *Calicut* gives some anecdotes of the early life of the German Empress Dowager as told by a "maid of honour." Princess Victoria, after her marriage not only continued to eat oatmeal porridge as a part of her own morning meal, but always had it served at her family breakfast-table as a regular item of that repast. A small portion of the porridge faintly, perfectly cooked, served in little wooden bowls, most tastefully carved, and dinked with tiny jugs of rich cream, was placed beside each plate; and it used to be confidentially (and smilingly) remarked by guests honoured by admission to the intimacy of this family repast, that the royal hostess was always especially gracious to those who had disposed of the porridge with the most apparent manifestation of approval.

A rather curious episode in natural history occurred the other day on board the French steamboat *Abd-el-Kader* during the passage from Marseilles to Algiers. Just as the vessel was about two hours out, the skies became quite black with swallows. It was then about six o'clock in the evening. The birds alighted in thousands on the sails, ropes, and yards of the *Abd-el-Kader*. After a perky survey of the deck from their eminence aloft they descended coolly on deck, hopped about among the sailors and passengers, and eventually found their way into the cabins both fore and aft. The birds were evidently fatigued after a long flight, and allowed themselves to be caught by the people of the ship, who gave them a welcome reception and provided them with food which they enjoyed heartily. The little winged strangers remained all night on the vessel, and in the morning at seven o'clock the head lookout bird had, no doubt, sighted the Balaeric Isles, for the whole flock made for land, after having spent a comfortable and refreshing night on board ship.

An exhibition of a novel mode of propulsion was recently given by the inventors, Messrs Yarrow & Co., of Poplar, on the Thames. The new motive power, which it is distinctly stated, is at present in its infancy, is obtained from the combustion of volatilised petroleum in lieu of steam, the result being a great saving both in the machinery, running, and the space it occupies. The newly-fitted boats, four of which were maneuvered in mid-stream, have their machinery in the stern, consisting of a very compact and simple engine, and a small generator attached, to which the petroleum is conducted by a copper pipe. The oil is volatilised by means of a lamp, and the vapour burned rises steam in less than five minutes. Petroleum is stored in a tank, from which it is pumped as required, the carrying capacity being sufficient for a twenty-four hours' run. The launches are 36 feet long and 6 feet beam, and consume when going at full speed about one and a half gallons an hour. The engine is fitted with reversing gear, and is stopped almost instantaneously by shutting off the supply of oil by means of a valve. The great advantages claimed for this system of propulsion as applied to small boats are a great saving in space, and the enabling one person to take entire control of the vessel and the machinery requires little or no attention, and there is no stoking to do.

An interesting experiment in the way of a new punishment for troublesome boys has lately been tried at San Francisco, and is well worth the attention of School Board officials and of all who superintend schools and establishments. It has been found that the mustard plaster is more efficacious than "the rod" as a corrective agent. Full details of this valuable discovery are given in the annual report of the Ladies' Protective and Relief Society of San Francisco, just published. "Considerable difficulty," just as the report, "has been experienced of late with the young boys who play truant from the institution, climbing fences, and going bathing at North Beach or running around the neighbourhood. Various remedies have been tried, among them the dressing of the boys in girls' clothes, but the last device has proved effective. Half a dozen youngsters played truant the other day, and on returning received a warm welcome. The matron quietly ordered the boys to take off their jackets, and then she applied a mustard plaster to each of their backs. Now they stay at home." This is said to be the first time the mustard plaster has been utilised as a restraining influence upon the irreducible boy, and the punitive power it is found to possess will probably lead to its extensive application for disciplinary purposes.

The *Times* correspondent in Paris affirms that the French have at length discovered a perfect rifle, and a now and more powerful kind of powder. This powder explodes itself so completely that it is smokeless, and discharges the bullet so strongly that it will pierce thick iron at a distance of several thousand metres, and "break down defences," presumably of masonry, nearly two miles away. The German Army, he maintains, must be similarly armed, and this will take three years, as the machinery for making the Traubel rifle is only in France. This is a little preposterous. The fusion of the new system is in the powder, not the rifle, and the secret of the powder once discovered, its manufacture will take rather weeks than years. Moreover, there are sharp limits in actual warfare to the utility of an excessively long range. The plates are few at which men can engage each other with effect two or three miles away, and the supply of ammunition is not unlimited. Indeed, there are experienced soldiers who doubt whether, magazine-rifles, except in the hands of picked troops, will prove a disadvantage. The temptation, when under fire, to fire fast, is too much for most soldiers.—*Spectator.*

FIRE IN QUEEN'S ROAD WEST.

THREE PERSONS BURNED TO DEATH.

At about a quarter past four this morning fire broke out in the house 42 Queen's Road West. The alarm bells were set ringing within a few minutes afterwards, and the spread of the fire was so rapid that when the Government Brigade, under Acting Superintendent Horrocks and the Volunteer Brigade, under Mr. Mallory, reached the spot, the house was in flames from the ground floor to the roof, while the adjoining house, No. 44, had also caught fire. Two of the Government steam engines and the Volunteer Brigade engine were at once set to work, and an abundant supply of water was soon being poured on the burning buildings, with the result that the fire, after having spread to a third house, No. 46, was got under a little after five o'clock, or about an hour after it had been discovered. The fire originated in the ground floor of No. 42, which is occupied as a medicine shop. One of the fakies, it appears, had been boiling medicine in the cookhouse, and falling asleep had allowed the fire to ignite the woodwork of the cookloft. Almost immediately afterwards the place was in a blaze. The ground floor of the next house, No. 44, to which the fire soon spread, was occupied by a gunsmith's shop and contained a considerable quantity of ammunition and loose powder, which rapidly exploded. The third house, No. 46, although not completely burned down like the other two, was so much damaged that it will have to be pulled down. The upper floors of all three houses were occupied as dwelling-houses, and it was supposed until about eight o'clock this morning that all the people living there had escaped. At the time mentioned, however, the shocking discovery was made that three persons who had not got up were burnt to death in the place where the fire originated. They had been sleeping in the first floor of the house which the fire originated had been burned to death, one man having reported the loss of his wife and a boy 2 years of age, while another man reported the loss of his daughter aged eleven. The first man stated that when they found the house to be on fire, he and his wife and their son and daughter at once attempted to make their escape. Taking his daughter with him he ran down stairs, his wife preceding him with the little boy. His wife with the child in her arms fell behind some boxes near the foot of the stair. He, jumping over the boxes reached the street with his daughter but was unable to assist his wife owing, as he said, to the strength of the fire. The other man's story was that he was almost suffocated with smoke when he awoke. He succeeded in making his escape along with his wife and son by a door on the top floor which communicated with the next house, but his daughter was lost. The remains of the three unfortunate were found among the ruins of the house shortly after the report was made as to their being missing. We understand that the ground floor of the house No. 42 was insured for £8,000, No. 44 for £10,000 and No. 46 for £12,000, in German houses.

An inquest was held on the bodies of the victims of the fire this afternoon. Mr. Macintosh presided, and the jury were Messrs J. Headland, A. E. Battach, and B. A. C. Rosario.

Constable F. Mackintosh said—This morning about nine o'clock, while searching among the ruins of the house 42 Queen's Road West I found three bodies at the foot of the stairs about a yard inside the door. The three bodies were all together. I sent the bodies to the mortuary. We had been searching for them about ten minutes when we found them. The bodies were those of a woman, a girl, and a boy.

Mr. Amun said—I was in 42 Queen's Road West when the fire broke out. The ground floor was a medicine shop and the upper floors were family houses. I lived on the second floor with my wife, one daughter and one son. We occupied one room. About four o'clock this morning I heard some one shouting "Fire." I was then in bed and so were my wife and children. I was awakened by the cry and called to my wife to get up. I took hold of my daughter and my wife took hold of my son. On going downstairs my wife fell down, being some boxes that were lying near the foot of the stairs, and I jumped over the boxes with my daughter. The fire was coming in from the shop very strong. I ran back to assist my wife, but could not get in as the fire was too strong. I went out on the street and stood and looked at the fire. I did not see my wife and child again until after the bodies were recovered. At the time I came out the fire brigades had not come down. When they came down all the floors of No. 42 were on fire and the next house was on fire also. When I tried to go back to the house for my wife a European policeman met me back and gave me several blows with his baton. He was in plain clothes. I did not tell him my wife and daughter were inside. I could point out the policeman. I was not the last to leave the house; a number of people came down after me. When they came down all the floors of No. 42 were on fire and the next house was on fire also.

Mr. Burt, of Messrs Butterfield and Swire's office, said—Yesterday at ten a.m. a fire broke out in the house 42 Queen's Road West. The Chinese were waiting around

Messrs Butterfield and Swire's premises. They were passengers returned by the *Changsha* from Australia. They were quiet till about 3 p.m. Throes or four of the head shippers came to see Mr. Macintosh, to ask if it was intended to return to the port of their passage with the view of making a bad working and expensive delivery. Com-

plaints in large numbers visited the site of the wreck and appeared amazed, many of them expressing as might be expected opinions adverse to foreign architecture. If for no other reason this collapse is a regrettable incident occurring, as it is in a semi-hermit and superstitious country.

A few days ago we were all startled by the sudden appearance of P. G. von Mullen, upon the scene, after an absence of 3 years. His return is a surprise and the reason therefore is enshrouded with mystery up to the present; even our old friend *Yarrow* failing to come to the rescue with useful conjecture or straight tips.

It appears that Judge Denny has been for some time fostering in his bosom considerable antagonism to the British Government—hostility, in fact, which culminated on the 7th instant in an affront put upon Messrs Watters and Ford, the late and present acting Consul General here, by the King, acting on the direct and explicit advice of his foreign legal adviser Judge O. N. Denny. Some details of the case are as follows:—In the early part of this month, H. M. the King invited Messrs Watters and Ford to an audience. Mr. Watters at once courteously informed His Majesty that, not expecting such an honour to be conferred upon him, he had already sent away his uniform with his heavy baggage. To this the King replied that he would receive him in evening dress. Accordingly, on the 7th June, Messrs Watters and Ford repaired to the palace and after being kept waiting for two hours, were absolutely refused an audience with His Majesty. They had to return to the British Legation with an audience. Thus an unwarrentable insult to the British representatives has been effectually carried out under Mr. Denny's directions.

It will be interesting to know what the Chinese Government will say, and what action it will take in respect to such conduct on the part of a State which she claims as her tributary.

Russian influence is paramount here just now, and Judge Denny is working with Russia.

RATHER—Four-year-old girl (to papa, who is intent on his paper)—Papa, what does preocious mean? Papa—Er—well, a child that begins life young is preocious. Child (not quite understanding)—But, pa, don't most children begin life young?

LITTLE JOHNNY (after a spanking)—Aunt Suse, are you going to heaven? Aunt Suse—Why, yes; I hope so. Johnny—Well, when you die and I die and we both go to heaven and get to be angels, I shan't be where you fly.—Washington, D. C., Post.

THE ATTENTIVE PUPIL—One day some school children were having an object lesson on the blue heron. The teacher called attention to its small tail saying: "The bird has no tail to speak of." Next day she asked the class to write a description of the bird, and one little German girl thus concluded her essay: "The blue heron has a tail, but it must not be talked about."

YOU'LL CONVICTION.—"A school teacher, who had been telling the story of David, ended with, 'and all this happened over three thousand years ago.' A little cherub, its blue eyes opening wide with wonder, said, after a moment's thought: 'Oh, dear, sir, what a memory you have got!'

AN IMPORTANT DISCOVERY is announced in the "Paris Figaro," of a valuable remedy for nervous debility, physical exhaustion, and premature decay. The discovery was made by a missionary in Old Mexico; it said he came from a miserable existence and an early grave. We learn that the Rev. Joseph Holmes, Bloomsbury Mansions, Bloomsbury Square, London, W.C., will send the prescription, free of charge, on receipt of a self-addressed stamped envelope.

WHERE Elisha Missed It.—My little boy is now six years old. When he was about four and a half years of age I was telling him one Sunday the Elisha prophet, and the naughty children who called him him: "Go up, thou bald head." In the illustrations the prophet is represented as bald-headed, baldly. After I listened attentively, then he said: "Why didn't Elisha have his hair on? Then they would have seen his bald head."—Boston Globe.

LO ASING said—I was in my family house at No. 42 Queen's Road West with my wife and my son and daughter at four o'clock

this morning. I was awakened by some one calling out "Fire." We ran to the top floor where there was a door leading to another house to which we made our escape. I took hold of my son and my wife. My daughter became suffocated by the smoke and was lost.

Sergeant Foreman Kemp, of the Fire Brigade, said he was the first to arrive at the scene of the fire. He saw one house on fire from the top to bottom and the ground floor of the next house on fire also.

Constable T. James said he was on duty in Queen's Road West from midnight till 6 a.m. this morning. He heard the fire bell ringing about ten minutes past four. He ran to the station at once, changed his uniform and went down with the engine.

The first witness on being asked if this was the policeman he referred to said he did not know.

The jury gave a verdict of "accidental death."

THE REJECTION OF CHINESE EMIGRANTS BY AUSTRALIA.

RETURNED EMIGRANTS DEMANDING BACK THEIR PASSENGE MONEY.

In the Police Court to-day, before Mr. Scrombe Smith, eighteen Chinese who recently embarked on the *s.s. Ching-ka* as emigrants to Australia, but who, not being allowed to land, were brought back here again, were charged with disorderly conduct and with creating a disturbance yesterday in the offices of Messrs Butterfield and Swire.

Mr. Caldwell said—I appear on behalf of the defendants, your Worship. They have asked me to attend, not so much with a view to making a strenuous defence to the charge, but rather to act as their mouthpiece in making the explanation which they have to give to the Court of their behaviour.

They don't deny that they were guilty of disorderly behaviour on the occasion in question, but they offer to the Court an extenuation, this explanation. They were taken as passengers on one of Messrs Butterfield and Swire's steamers to Australia with the view of being introduced to the Chinese system of Native Opium in this province; possibly to have more reliable relations with the Chinese.

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Mails.

Occidental & Oriental Steamship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE CANADIAN PACIFIC RAILWAY AND OTHER CONNECTING RAILWAY LINES & STEAMERS.

THE British Steamship *ABYSSINIA*, 3,661 Tons, Register, 1st, Considers will be despatched for VANCOUVER, B.C., and SAN FRANCISCO, via KOBE and YOKOHAMA, on TUESDAY, the 10th July, at 3 p.m.

To be followed by the S.S. (*BATAVIA*), on the 2nd August, and the *BATAVIA*, on the 23rd August.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports, and at Vancouver with Pacific Coast points, by the regular Steamers of the PACIFIC COAST STEAMSHIP COMPANY and other Steamers.

THE Steamship *AKARIC* will be despatched for San Francisco, via Yokohama, on TUESDAY, the 10th July, at 3 p.m.

Connection being made at Yokohama, with Steamers from Shanghai and Japan Ports.

All Parcel Packages should be marked to address in full, and name will be received at the Company's Office, until 5 p.m. the day previous to sailing.

First-class Fares granted as follows:—

To San Francisco \$200.00
To San Francisco and return 380.00
Available for 6 months 350.00

To Liverpool 325.00
To London 330.00

To other European points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service and the Imperial Chinese Customs, to be obtained on application.

Passengers, who have paid full fare, embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10%. This allowance does not apply to through fares from China and Japan to Europe.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 604, Queen's Road Central.

O. D. HARMAN,

Agent.

Hongkong, June 21, 1888. 1021



STEAM FOR

SINGAPORE, PENANG,
COLOMBO, ADEN, PORT SAID,
MARSEILLES, MALTA,
GIBRALTAR, BRINDISI, PLYMOUTH,
AND LONDON;

ALSO,
MADRAS, CALCUTTA, AND
AUSTRALIA.

N.B.—Cargo can be taken on through Bills of Lading for BATAVIA, TRIESTE, HAMBURG, NEW YORK, AND BOSTON.

SPECIE ONLY LANDED AT PLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship PEKIN, Captain P. HARRIS, with Her Majesty's Mails, will be despatched from this for LONDON direct, via SUEZ CANAL and usual Ports of Call, on SATURDAY, 14th July, at Noon.

Cargo will be received on board until 4 p.m.

Parcels and Specie (Gold) at the Office until 4 p.m. on the day before sailing.

For further Particulars regarding FREIGHT and PASSAGE, apply to the PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

Passengers desirous of insuring their baggage can do so on application at the Company's Office.

E. L. WOODIN,

Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, July 5, 1888. 1118

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship CITY OF SYDNEY will be despatched for San Francisco, via Yokohama on THURSDAY, the 19th Instant, at 3 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japanese Ports to San Francisco, to Atlantic and inland Cities of the United States, via Overland Railways, to Haynes, Trinidad, and Demerara, and to ports in Mexico, Central and North America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—

To San Francisco \$200.00
To San Francisco and return 350.00
Available for 6 months 350.00

To Liverpool 325.00
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Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 504, Queen's Road Central.

O. D. HARMAN,

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Hongkong, July 3, 1888. 1103

Mails.

Intimations.

THE CHINA REVIEW.

PUBLISHED BI-MONTHLY,
TENTH YEAR.

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50 CENTS.

To be had at the China Mail Office,

Messrs. KELLY & WALSH, Messrs. LANE,

CRAWFORD & CO., Hongkong; and Messrs.

KELLY & WALSH, Shanghai.

A PAPER OF CLOTHING, BOOKS, &c.

A PAPER will be thankfully received at the Saloon Home, West Point,

Hongkong, July 23, 1887.

THIS Review, which was intended to meet

the wants of many hundreds of Chinese caused by the disappearance of "Notes and Queries on China and Japan," has reached its Fourteenth Volume. The Review discusses this topic which are prominent in the minds of students of the "Far East" and upon which every intelligent person connected with China or Japan is desirous of acquiring trustworthy information. It includes many interesting Notes and original Papers on the Arts, Sciences, Technology, Folklore, Geography, History, Literature, Mythology, Natural History, Antiquities, and Social Manners and Customs, etc., etc.

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6. From Gas Works to Jardine's Wharf.

7. From Jardine's Wharf to the Harbour Master's Office.

8. From Harbour Master's to the P. & O. Co.'s Office.

9. From Kellet's Island to North Point.

10. Kowloon Wharves.

11. Jardine's Wharf.

Shipping or midway between each shore are marked *a*, in conjunction with the figures denoting the sections.

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